

THE WINDWORD

Calendar

Jan. 1 New Year's Day
Jan. 16 Martin Luther King Jr. Day

Officers

COMMODORE

Ginger Brown re.brown@mac.com 2018

VICE COMMODORE

Charlie Volk volkcj@cox.net 2019

REAR COMMODORE

Tim Miller timmiller2@cox.net 2017

TREASURER

Paul Schye p.e.schye@gmail.com 2016

SECRETARY

Ardie Condon ardiec27@gmail.com 2018

BOARD MEMBERS

Deann Gadalla deanngadalla@yahoo.com 2019

Blaine Van Dam vandamb@cox.net 2017

Brian Hakala bhakala@mac.com 2017

One Board Member Position Open

NEWSLETTER EDITOR / WEBMASTER

Jennifer Pasternak jpasternak@wvsailing.com

Committee Chairs

BOARD LIAISON

ACTIVITIES CENTER

Open

ARCHIVIST

Tim Miller David Reynolds

BUILDING, GROUNDS, & DRY-STORE

Paul Schye John McCabe

CALLING

Ardie Condon Julie Barth

CLUB POWERBOAT MAINTENANCE

Blaine Van Dam Gary Mackey/Ed Webb

FINANCE

Paul Schye Kathy Malcolm

GOVERNMENT RELATIONS

Blaine Van Dam Gene Nold/Randy Malcolm

HARBOR

Paul Schye Gene Nold

LONG RANGE PLANNING

Charlie Volk/Tim Miller + 3

MEMBERSHIP

Ardie Condon Ardie Condon

NEWSLETTER/WEB

Tim Miller Jenn Pasternak

PUBLIC RELATIONS

Tim Miller Genee Kubin

RACING ACTIVITIES

Blaine Van Dam Rob Brown

SAFETY, TRAINING & EDUCATIONAL PROGRAM

Deann Gadalla Gary Pierce

SAILING PROGRAM

Brian Hakala Ernie Condon

SECURITY

Brian Hakala Brian Hakala

The Newsletter of the Walnut Valley Sailing Club

www.wvsailing.com

From the Commodore

Ginger Brown

I hope all of you had a Merry Christmas and a Happy New Year, and that all of you and your families were able to share this special time of the year together.

We had a lovely Christmas party on December 10th. Kudos to Brian and his committee.

It was great to see so many sailors turn out. We missed the folks who didn't make it.

The old year quickly came to an end, and 2017 is already here! Preparations are already underway to ensure all is ready at the club come the spring thaw. Hospitality and sailing schedules are being discussed. We

are currently looking for members to serve on the Hospitality Committee. We don't expect anyone to take the whole job on, but are hoping we might get

some teams together to host different parties. If anyone is interested, please contact me.

On the bright side, the solstice has come and days are getting longer.



***Celebrate WVSC's 80th
Birthday this Spring!!***

Special Festivities are being
planned, along with Recogni-
tion of Members of 25+ years.



***To be a part of the Planning
Team, contact Cheryl Wertheimer
@ 316.933.2685***

Dillons Community Rewards—Support S.T.E.P.

Link Your Dillons Card to WVSC

There is a simple way to support STEP. By registering your Dillons PLUS card as shown below, purchases at Dillons using your card will provide a contribution to STEP funds.

Please register your PLUS card using NPO number 45766.

Please follow these steps to start donating:

Visit www.dillons.com/communityrewards

Sign in or create an account for your Plus Card

Follow the prompts & click “Enroll Now” under Community Rewards

Search for Walnut Valley Sailing Club – Organization #45766

Re-link your card every January

For more info, please contact Deann Gadalla at deanngadalla@yahoo.com

WVSC's Own Chris Collins Shares his Expertise:

Electricity for Sailors – #3 Charging & Starting Systems ~ Part One

This series of articles should help you understand how charging and starting systems work, and how to diagnose and repair common problems. We will be performing tests on the battery, starter, battery charger, and the alternator. The only electrical tool you need is a good voltmeter. It is assumed that you read and understand the basics presented in the very first article, which appeared in an earlier WindWord.

Overview: The battery provides electric power so the starter can crank and start the engine. As soon as the engine starts, the starter is no longer in play. The engine spins an alternator (or generator) that recharges the battery after starting. A separate battery charger maintains a charge on the battery when the boat is parked in a slip or at home in the driveway. These items can be tested in any order. Generally, start with what is easy to test, or what you suspect is faulty.

Some sailboats boats have multiple batteries. A start battery is one that can be used to start the engine. A house battery is a deep cycle battery that can be used to power lights and accessories and then be charged later. A dual purpose battery is a deep cycle battery that can also be used as a start battery.

Several tests are detailed in this article. I recommend that you perform these tests when everything is working correctly and make notes of normal readings in your maintenance log book.

Warning: *Always wear eye/face protection when connecting or disconnecting meters, wires, cables, or terminals at or near a battery. A tiny spark can ignite battery gases causing an explosion. Reduce the chance of a spark by turning off all loads and charging sources before making or breaking a connection near the battery.*

Load Testing a Battery: For starters (pun intended) your car, boat, truck, or tractor performs a load test on the start battery every time you start the engine. A shop load test with expensive equipment can load the battery with higher current than the starter. However, if the starter cranks the engine over fast enough to start the engine, and cranking sounds are normal, then it just passed a basic do-it-yourself load test.

What does “cranking sounds normal” mean? Most likely at some point in your life you have turned the ignition switch, heard the starter crank (turn over) the engine, but the engine did not actually start and run. If the engine did not start, the sound you heard was the starter cranking or spinning the engine. Initially the engine was cranked (turned over) fast and then slowed as the battery became discharged. A normal cranking sound would be from a starter that is cranking the engine fast enough to start the engine. An abnormal sound would be the very slow cranking sound when a battery is low on charge. What you are looking for in the above do-it-yourself load test is for the battery and starter to crank the engine normally at the beginning. Realize that even a good battery will eventually crank slow if you keep turning the starter. You can also overheat and damage the starter with extended cranking. You only care what it sounds like when you first start the engine and how quickly it runs down?

(Continued on Page 4)





(continued from Page 3, *Electricity for Sailors*, Chris Collins)

If you have a “house battery” that is not used to start the engine, then you can take it to a shop for load testing or you can simply observe how long it lasts now, compared to how long it used to last with a similar load.

Personally, I am a little too thrifty to discard a battery that is still doing its job. I like to use batteries until they no longer perform as needed. See “Battery Security” below to learn how I get by with this behavior.

If your battery does not pass the load test described above, then you have three common possibilities. The battery is actually bad, the charging system is not charging the battery properly, or the starter is defective. Simple testing and a little logic are needed to determine the true problem. A defective charging system can slowly ruin a battery so there is a possibility to have two problems. If you replace the battery, be sure to confirm the charging system is working properly and the alternator belt is adjusted so the new battery is not damaged.

Voltmeter Connection: Most tests in this article are performed by connecting a voltmeter across the battery. This means attach the negative lead of the voltmeter to the negative battery post and the positive lead of the voltmeter to the positive battery post. Unless directed otherwise, leave all cables connected to the battery.

Testing the Starter: Connect a voltmeter across the battery. Take a reading. Use the starter to crank the engine and note how low the voltage drops while the starter is cranking the engine. Perform this test with a good battery and starter so you will have a reference. I am guessing the voltage won’t drop below about 10 V with a good battery and starter.



Jump starting with a fully charged spare battery can be very informative. This eliminates any problem caused by a discharged installed battery. Again, watch the voltage drop but it won’t drop near as much with two batteries in the circuit. If the engine starts with normal sounds, the starter is most likely fine.

Battery Behavior in a Charging System: A battery is constantly changing with respect to the amount of charge it will accept. When two sailors compare ammeter readings they are comparing apples to oranges unless they each have identical batteries with identical states of charge. That is, of course, impossible.

Let’s imagine that our battery is disconnected. Connect a voltmeter across the battery and record the voltage. Connect a battery charger. Take another voltage reading. The voltage across the battery will increase and current will be forced through the battery. The battery charger has become the source (an electron pump) and the battery has become the load. Remember that all loads provide a resistance and generate heat when electrons are pumped through them. If the battery is discharged, it presents a lower resistance and the current flow will be high. As the battery becomes fully charged, it poses more resistance and the current flow will be lower in value. In this circuit, the battery looks like a big variable resistor that changes based on its state of charge! If you are interested, this resistance at different levels of charge can be calculated with Ohm’s Law. Warning, an Ohmmeter will be ruined if it is connected to battery posts.



Now you can see why a scientific comparison of two or more wind generators, or two or more solar systems, should be tested on identical standard loads that do not change resistance. I am guessing that will never happen.

Thank You to Chris Collins for his continuing contributions of informative articles for the WVSC WindWord

1978 Catalina 30'

Standard Rig fin keel This is a solid boat that doesn't look it's age The bottom is smooth with no blisters and no Catalina "smile" It is fast, and has been very competitive in club racing at both Cheney & El Dorado lakes. Wheel steering, huge bimini covers entire cockpit, Atomic 4 gasoline engine, runs well, starts easy, Stern gate with ladder, & seats on stern rail, Garhauer mainsail cabin-top traveler conversion, North Dacron Main and 155 Genoa—about 8 years old & in good condition, very heavy duty Genoa blocks—good for racing with large genoa, large 2 speed self-tailing Genoa winches, halyards led to cockpit with Garhauer rope clutches on cabin top, Sailrite mainsail "stack pack" cover—easy to raise & lower mainsail, & cover it, Garhauer ball bearing masthead sheave—for ease of raising & lowering sails, Harken code 1 furler - has 2 foil grooves, & can be converted easily for changing sails while racing, recovered upholstery cockpit cushions, Garmin 431S chartplotter—has sonar and depth feature, 4 inch screen, Raritan head, just rebuilt, Trailer with keel guides for ramp loading.

Sailboat is on trailer in WVSC yard, asking **\$17,500**. Please contact Alan Loehr at 316.648.8188

1985 Hunter 23'

\$2499 OBO, Swing keel, good condition, with lots of extras: loose footed Main (2014) with two reef points, 135 Genoa (2014) on an Alado roller-furler, sail covers, tiller-tamer, 8 hp 2-stroke Tohatsu, AM/FM CD player with speakers, Piranha depth/fish finder, whisker pole and trailer New bottom Paint. A nice sailing sloop, can be used as a day sailer. Moving away from the area Slip# A20, El Dorado Lake.

Please contact Brad Oblak at 316.841.2815, bkoblak@gmail.com

Catalina 27

18 HP inboard diesel, with sails and whisker pole, in decent shape The motor runs well, the mast needs some new pulleys at the top

It includes all items currently on it, including life jackets (does not include tool set) Asking **\$8,000**.

Please contact Matt Nicks at 316.841.3078 or mnicks78@gmail.com

Hydrohoist

6000 model boat lift for sale, 6000 pounds capacity, in good condition, **\$1200 OBO**.

Please contact Ed Webb

Starfish

14 ft w/trailer and accessory mast carrier, **\$300**.

Please contact John Rigenbach at 316.788.1053

Cruising Spinnaker for Precision 21

Or similar boats with dimensions close to I:22 7' and J:7 0' Sail is new in bag I bought it for my Holder 20, but have decided not to use it.

Asking **\$150 00**, what I paid for it, or will consider an interesting trade.

Please contact Sid Rousseau at 316.722.8983

Cal 21" with Trailer

Currently in dry storage at WVSC, only **\$900**

Please contact Don Bland 316.208.7371

Catalina 22

On trailer.

Please contact John at 316.722.4356

Catalina 25 1985

Swing Keel, trailer, 2003 Nissan 9 8 outboard Good main, front sail on roller furling Can see at El Dorado Lake, **\$7,000**.

Please contact Bruce Ward at 316-250-4479 or bruce@brucewardphotos.com



WVSC STEP Program Items for Sale

- Capri 22 Spinnaker New, **\$700**
- Spinnaker, used, **\$625**
- Lewmar Winch, **\$193**
- 110% Jib for Capri 22 (?), **\$620**
- Catalina 22 Main, **\$495**
- Spinnaker pole, 8' 2", 2" dia (New), **\$500**
- Whisker pole, 6'6"-12' extender twist lock, **\$300**
- Whisker Pole, 10'5"-17'5" extender, 2" dia. Line extender, **\$700**
- Tack Tick, **\$350**
- Hydrohoist Tanks 24" diameter 23' long, **\$2,000**
- New Life Jackets, **\$25 ea**
- 2" receiver hitches, **\$9 ea**

Please contact Gary Pierce 316.686.8823 Pierce, glpierce@cox.net or Gene Nold, 316.734.3981, genenold@att.net

1983 Gloucester, 23'

In very good condition, comes with galvanized trailer It has a shoal keel with a swing center board Mercury 9 9hp motor with very few hours The main was reconditioned with very little sail time. New sail covers at the same time. The halyards and dock lines were new in 2014. Sailboat can be seen at Walnut Valley Sailing Club, asking **\$5,500**.

Please contact Ed Klima at 620.786.5146

2HP Outboard Motor

Long shaft, excellent condition, **\$225** Will demo!

Please contact John McCabe at 316.644.8344

Cal 21" with Trailer

Currently in dry storage at WVSC, only **\$900**

Please contact Don Bland 316.208.7371

Sail Fish/Sun Fish Clone

Virtually identical to the Sun Fish This boat is very seaworthy, all new paint on bottom and all wooden parts recently varnished. New main sail control, all new mast and boom caps The boat comes with new, high dollar, multi-color sail and a quality white window racing sail, new snap on sail rings Dagger board and kick up rudder with tiller extension, all lines included, ready for the lake No trailer, **\$650**.

Please contact Ed Harned at 316.640.7148





Walnut Valley Sailing Club

Board of Governors Meeting

Thursday, Dec. 8, 2016 * 7pm. * Cabela's 2427 N Greenwich Rd, Wichita, KS 67226
Minutes Subject to Change

1. Call to Order: 7:05 pm

BOG Members: Ginger Brown, Tim Miller, Blaine Van Dam, Brian Hakala, Paul Schye, Ardie Condon, Deann Gadalla

Guest Members: David Bonifield, Gene Nold, Gene Plehal, Jim Smith, Steve Kubin

2. Commodore's Remarks: None

3. November BOG Minutes: Minutes Approved

4. Election to Vacant Board Position:

Steve Kubin was elected to the Board of Governors. Congratulations Steve! Steve will be Board Liaison for Activities Center.

5. Member's Concerns: None

6. Liaison Reports:

a. Membership: Ardie: Stated there was little response to the Volunteer sign-up sheets distributed by email last month.

b. Activity Center: Steve: Gene Plehal will be Chairman for Activities Center.

c. Racing: Blaine: Nothing to report

d. Long Range Plan: Tim: Committee not fully staffed at this time.

e. Finance: Paul: Distributed clubs Treasurer's Report for month ending November 30, 2016. He reported 19 members have not paid yearly dues.

*Luke Zimmerman requested Inactive Membership. Motion made and approved.

*Motion to continue suspension of club initiation dues for 2017. Motion approved.

f. Buildings, Grounds, & Dry Storage: Paul: Jim Smith will be Chairman for Dry Storage.

Jim Smith presented information on a previously owned Travel lift as a less expensive alternative to the hoist that he presented at the Annual Meeting. Being mobile it may not require State approval. The Board requested he consult with Finance Chair and Long Range Planning about options for financing and report back to the BOG.

A letter will be sent out by email to the membership to survey interest in the Travel Lift and their possible use of it.

g. Harbor: Paul: None

h. STEP: Deann: STEP Board and committee will be meeting in January for 2017 planning. She will have more to report in the February BOG meeting.

i. Newsletter/Web: Deann lead discussion about adding PayPal to our website. Presented possible uses and advantages for members.

j. Sailing Activities: Brian: Looking for Committee Chair.

k. Social: Needing someone to take lead in working with volunteers hosting social events.

l. Committee Chairs: Committee chairs were reviewed and approved. (See table below).

7. New Business:

New Venue for BOG meetings. Cabela's will start charging a fee in January for the use of their meeting room. Ginger Brown has offered the Brown's home for future meetings.

8. Move to Adjourn: Meeting adjourned 9:10pm.

9. Next Meeting: 7:00 pm on January 12, 2017 at the home of Ginger Brown: 3220 North 143rd St. East.